

## Lunken Airport - "The Underutilized Gem"

In 1999, suggestions were made to Lunken Airport to bring in a regional airline in order to overcome the high cost of flying at Cincinnati/Northern Kentucky International Airport (CVG). Then Executive Jet Management (EJM) announced plans to build a hangar/office building for the purpose of consolidation as they are currently in three separate buildings. People in the adjacent neighborhoods, however, perceived these two events as a mega-expansion of Lunken Airport.

When it was shown that the perceived expansion of Lunken Airport was impossible due to the physical constraints surrounding the Airport, the issue turned from expansion to noise. The City of Cincinnati became involved because of complaints and a "Hot Line" was established to allow the citizens to voice their complaints. City Council further established a Lunken Airport Oversight Advisory Board (LAOAB) for the purpose of advising the Cincinnati City Council regarding the actions of Lunken Airport relative to aircraft noise problems.

The LAOAB was formed by Mayor Luken, appointing nine members to the Board: Four members to represent all surrounding neighborhoods, three members from Lunken Airport users, one member to represent the environmental aspects of Lunken, and one at-large member to represent the best interests of the City of Cincinnati. The first meeting was held in October 2000. Meetings have been held each succeeding month.

At the meeting held on March 12, 2001, the LAOAB discussed and voted to advise City Council to approve the funding for the proposed Federal Aviation Administration (FAA) Part 150 Study. This study requires the hiring of an independent consulting firm to perform noise studies on and at Lunken Airport to determine the degree of noise generated in decibels. In addition, noise monitors will be placed in neighborhoods from which complaints have been filed.

In conjunction with the noise study, the consulting firm will join with the people of all neighborhoods to work objectively to form a plan for submission to the FAA, providing "quiet skies" over Cincinnati.

The FAA holds a covenant with Cincinnati Lunken Airport which mandates the Airport be available for public use on reasonable terms and without unjust discrimination to any qualified person, firm, or corporation to conduct or engage in any aeronautical activity for furnishing services to the public at the Airport. Lunken cannot deny access to the Airport to anyone, but can guide and direct Airport activities through the FAA approval policies.

The mission of Lunken Airport is:

- ➔ To provide aviation services to the citizens of the Cincinnati/Northern Kentucky region in concert with existing air carrier and general aviation airports.
- ➔ To service general aviation, corporate, charter, and private aviation interests as well as modest, non-hub scheduled regional commuter operations.
- ➔ To respond to the needs of the business traveler with regional origin/destination air service, maintaining the existing airport design class aircraft (size and weight of aircraft).

- To execute the policies of Cincinnati City Council and cooperate with other governments to the extent practical.
- To foster a work environment for our staff and provide the highest level of productivity and personal growth.

Lunken Municipal Airport has provided aviation-related goods and services to the Greater Cincinnati community since 1928. The total ongoing annual economic impact of Lunken Airport on the Greater Cincinnati economy is \$235 million, which supports 3,718 local jobs.

As most people of Cincinnati and Northern Kentucky are aware, CVG has outgrown its confines and expansion is being planned. The FAA is projecting a 3% increase in air traffic annually for the next ten years for all airports across the country. It appears that smaller, underutilized airports nationwide such as Lunken Airport will be reliever airports for smaller commercial aircraft.